

1. INTERNATIONAL ACTIVITIES

A. International Maritime Organization (IMO), Subcommittee on Safety of Navigation (NAV)

The 50th session of the Subcommittee on Safety of Navigation (NAV 50) was held at IMO Headquarters in London from July 5-9, 2004. The session was attended by delegations from 58 member governments, 1 associate member government, and 19 United Nations, intergovernmental, and non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, the Department of Defense, and several private sector advisers.

NAV 50 agenda items included the following: (1) routing of ships, ship reporting, and related matters; (2) requirements for the display and use of automatic identification system (AIS) information on shipborne navigational displays; (3) review of the 2000 High Speed Craft (HSC) Code and amendments to the Dynamically Supported Craft (DSC) Code and the 1994 HSC Code; (4) anchoring, mooring, and towing equipment; (5) review of performance standards for radar equipment; (6) International Telecommunication Union (ITU) matters; (7) large passenger ship safety; (8) measures to enhance maritime security; (9) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (10) world-wide radionavigation system (WWRNS); and (11) guidance on early abandonment of bulk carriers.

Significant actions taken at NAV 50 include the following:

1. The Subcommittee approved all U.S. proposed routing measures concerning: (a) the traffic separation schemes (TSSs) and other routing measures in Puget Sound and its approaches, in Haro Strait and Boundary Pass, and in the Strait of Georgia; (b) the TSS in the approaches to the Cape Fear River; and (c) the TSS in the approaches to the Chesapeake Bay. Also approved was the U.S. proposed area to be avoided and no anchoring area for the purposes of safety, security, and vessel traffic management in the vicinity of the El Paso Energy Bridge Deepwater Port to be located in the Gulf of Mexico. The NAV discussed, debated, and made recommendations regarding the proposal by Australia and Papua New Guinea to extend the existing Great Barrier Reef compulsory pilotage arrangements to the Torres Strait, as part of the Particularly Sensitive Sea Area (PSSA) submission for this region. The Subcommittee also approved the new mandatory ship reporting system for the Western European Waters PSSA.
2. Based primarily on the work of a correspondence group chaired by Germany, the NAV approved a draft Maritime Safety Committee (MSC) resolution on performance standards for the presentation of navigation-related information on shipborne navigational displays for submission to the 79th session of the Maritime Safety Committee (MSC 79) with a view to adoption. The Subcommittee also considered and endorsed a draft circular on guidelines for the presentation of navigation-related symbols, terms, and abbreviations for submission to MSC 79 for approval.

3. The Subcommittee established a drafting group to review the relevant chapters of the draft revised Fishing Vessel Safety Code and Voluntary Guidelines, instructing it to take into account the outcome of MSC 77 and the comments and decisions made in plenary and to develop a draft final text. Having considered the report of the drafting group, the NAV approved the proposed amendments for transmission to the Subcommittee on Stability and Load Lines and on Fishing Vessel Safety (SLF).
4. The Subcommittee considered and approved the draft MSC resolution on adoption of the revised performance standard for radar equipment for submission to MSC 79 with a view to adoption. The draft performance standard incorporates the U.S. requirements regarding interference protection criteria.
5. The NAV established a working group to review the Subcommittee's tasks for large passenger ship safety and to determine what tasks might require further work. The working group agreed that voyage planning guidelines should adequately cover passenger ship operations in remote areas bearing in mind concerns related to the adequacy or lack of hydrographic information, local knowledge, and the lack of other traffic. The Subcommittee considered and approved the working group report and agreed to request the MSC to extend the target completion date in order that work on voyage planning guidelines could be finalized at NAV 51.
6. MSC 76 instructed the NAV and the Subcommittee on Ship Design and Equipment (DE) to develop guidance to ship's personnel on the possible need for early abandonment of bulk carriers that may not withstand flooding of any one cargo hold. The NAV established a small drafting group to review and revise the draft MSC circular on guidelines on early assessment of hull damage and possible need for abandonment of bulk carriers. The Subcommittee considered and approved the report of the drafting group and the draft MSC circular, which the IMO secretariat was instructed to forward directly to MSC 79 for approval.

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B. International Maritime Organization (IMO), Facilitation Committee (FAL)

The 31st session of the Facilitation Committee (FAL 31) was held at IMO Headquarters in London from July 19-23, 2004. The session was attended by delegations from 57 member governments, 1 associate member government, 2 United Nations specialized agencies, 2 intergovernmental organizations, and 15 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Bureau of Customs and Border Protection and two private sector advisers.

Among FAL 31 agenda items were the following: (1) status of the Convention on Facilitation of International Maritime Traffic (FAL Convention); (2) consideration and adoption of proposed amendments to the Annex of the FAL Convention; (3) electronic means for the clearance of ships; (4) application of the FAL Committee's guidelines; (5) general review of the FAL Convention including harmonization with other international instruments; (6) measures to enhance maritime security; (7) measures and procedures for the treatment of persons rescued at sea; (8) formalities connected with the arrival, stay, and departure of ships; (9) formalities connected with the arrival, stay, and departure of persons – stowaways; (10) ship/port interface; (11) facilitation aspects of other IMO forms and certificates; and (12) technical cooperation subprogram for facilitation.

Significant actions taken at FAL 31 include the following:

1. The Committee established a working group to: (a) consider draft amendments to the FAL Convention related to the general review of the Convention; (b) prepare a framework and time-schedule for the development of an explanatory manual to the FAL Convention, as well as the terms of reference for an intersessional correspondence group on the development of this manual; and (c) consider the responses to the questionnaire circulated by the IMO secretariat on the differences between national practices and the standards and recommended practices in the FAL Convention. The Committee approved various amendments to the FAL Convention after considering the recommendations of the working group. An intersessional correspondence group was established, which will be coordinated by the Netherlands, to develop an explanatory manual for the FAL Convention, and a framework and timetable for this work was approved. The manual will consist of explanatory notes and be an additional tool for effective implementation of the Convention. The timetable for completion of the manual is FAL 33.
2. The Committee charged a drafting group to review and finalize the draft amendments to the FAL Convention related to the treatment of persons rescued at sea taking into consideration: (a) the amendments to the International Convention for the Safety of Life at Sea (SOLAS Convention) and the International Convention on Maritime Search and Rescue (SAR Convention); (b) the guidelines on the treatment of persons rescued at sea, which were adopted by the 78th session of the Maritime Safety Committee (MSC 78); and (c) comments made in plenary. Subsequent to the drafting group completing its work, the Committee approved the draft amendments to the Annex to the Convention related to the treatment of persons rescued at sea. The approved amendments will be eligible for adoption at FAL 32.
3. The Committee tasked the ship/port interface working group to examine three issues. Concerning resolution A.872(20), guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic, the working group agreed that the guidelines require revision. Furthermore, the existing document might need to be revoked in its entirety and be replaced by a new one, taking into account the 2002 amendments to the SOLAS Convention on special measures to enhance maritime security and the International Ship and Port Facility Security (ISPS) Code. The Committee agreed with the working group and will address the matter at its next session. With regard to the usefulness of a standardized format of

information for the arrival of vessels in port, the working group was of the view that establishing minimum security-related information, which ships submit in advance of arrival, might be beneficial and that input from the MSC would be useful. The Committee concurred and instructed the secretariat accordingly. And finally, the working group discussed the issue of the increase in denying shipments of class 7 radioactive materials, specifically cobalt-60/UN2916, in and through worldwide ports with input from the delegation of Canada and the observer from the International Atomic Energy Agency (IAEA). It was determined that input from the MSC and the Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC) would be useful. The Committee agreed and instructed the IMO secretariat accordingly.

For further information, contact Mr. Howard Hime, Chief, Office of Standards Evaluation and Development (G-MSR), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, telephone: (202) 267-6826, electronic mail: hhime@comdt.uscg.mil, or refer to the IMO Internet Web Site: <http://www.imo.org>.

C. IMO Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF)

The 47th session of the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF 47) was held at IMO Headquarters in London from September 13-17, 2004. The meeting was attended by representatives from 56 member governments, 1 associate member, 1 United Nations specialized agency, 1 intergovernmental organization, and 12 non-governmental organizations. The United States was represented by the Coast Guard with assistance from 1 private sector adviser.

SLF 47 agenda items included: (1) development of revised chapter II-1 parts A, B, and B-1 of the International Convention for the Safety of Life at Sea (SOLAS Convention); (2) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (3) review of the Intact Stability Code; (4) review of the guidelines for the design and construction of offshore supply vessels; (5) large passenger ship safety; (6) harmonization of damage stability provisions in other IMO instruments; (7) consideration of International Association of Classification Societies (IACS) unified interpretations; and (8) improved loading/stability information for bulk carriers.

Among significant actions taken at SLF 47 are the following:

1. With regard to the harmonization of the passenger ship and dry cargo ship subdivision and damage stability regulations in SOLAS chapter II-1, the working group on subdivision and damage stability (SDS) worked throughout the week to finalize the draft text of the revised SOLAS chapter II-1. The damage distributions, probability density functions, and survivability formulations were considered and agreed to. The sample ship calculation results and the methodology used for development of the required subdivision indexes were also reviewed in detail. Required subdivision indexes for passenger ships and for cargo ships, as well as a requirement for a minimum attained index at each partial draft, were agreed to. The finalized text of the revised SOLAS chapter II-1 parts A, B, and B-1 was then

considered by the Subcommittee, and agreed to for submission to the 79th session of the Maritime Safety Committee (MSC 79) for approval with a view to adoption.

2. The working group on intact stability continued to review the Intact Stability Code using a two-phased approach, completing the short-term phase at this session. The short-term phase included: (a) development of a new structure for the Code, including making certain parts mandatory; (b) consideration of free-surface effects of nominally full liquid cargo tanks; and (c) the use of anti-heeling devices. The long-term phase, to be completed in 2007, will consider revising the Code using performance-based criteria, additional ship type specific standards, modification of the weather criterion, interim guidelines for model tests, full-scale trials as an alternative to the weather criterion, revision of MSC guidance to the master for avoiding dangerous situations in following and quartering seas, and initial efforts aimed at identifying areas of concern and areas requiring future research. The intersessional correspondence group was re-established to continue this work.
3. The SDS working group considered the status of tasks assigned to the Subcommittee concerning aspects of large passenger ship safety (LPS) related to damage stability. The working group discussed these tasks and developed a report to the MSC that addressed each one. Tasks associated with subdivision and damage stability criteria have been completed with the finalization of draft revised SOLAS chapter II-1 parts A, B, and B-1. Significant progress has been made on several tasks where additional research is ongoing, i.e., measures to limit progressive flooding, characterization of designed flooding response, and structural integrity after damage. The SDS correspondence group was re-established and tasked with the following items: (a) consideration of the usefulness of time-domain flooding studies; (b) investigation of raking damage issues; (c) determining if “floatability assessment” criteria can be established; (d) development of a “threshold criteria” for stability after flooding to satisfy either of two scenarios, i.e., return to port or remain habitable for at least 3 hours for evacuation; and (e) provision of an outline and work program for the threshold criteria development. Sweden and the United States will coordinate the SDS correspondence group.
4. With regard to the revision of the Fishing Vessel Safety Code and Voluntary Guidelines, the working group on fishing vessel safety finished the final draft of the Code and Guidelines. The Subcommittee agreed to the draft final texts for submission to MSC 79 for approval. The working group provided information to the SLF to justify publishing the Code and Voluntary Guidelines in all official languages of the IMO.
5. The working group on intact stability continued the work of the intact stability correspondence group and prepared draft MSC circular text on improved loading and stability data for bulk carriers. The draft circular provides guiding principles to prepare detailed, comprehensive, and user-friendly stability information and data for vessels. The SLF agreed to the draft circular for submission to MSC 80 for approval.

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D. IMO Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC)

The ninth session of the Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC 9) was held at IMO Headquarters in London from September 27 – October 1, 2004. The session was attended by delegations from 55 member governments, 1 associate member, 2 intergovernmental organizations, and 20 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the National Cargo Bureau.

Among DSC 9 agenda items were the following: (1) amendments to the International Maritime Dangerous Goods (IMDG) Code and supplements, including harmonization of the IMDG Code with the United Nations (UN) Recommendations on the Transport of Dangerous Goods; (2) review of the Code of Safe Practice for Solid Bulk Cargoes (BC Code), including evaluation of properties of solid bulk cargoes; (3) cargo securing manual; (4) casualty and incident reports and analysis; (5) development of a manual on loading and unloading of solid bulk cargoes for terminal representatives; (6) guidance on serious structural deficiencies in containers; (7) measures to enhance maritime security; and (8) document of compliance required by regulation II-2/19 of the International Convention for the Safety of Life at Sea (SOLAS Convention).

Significant actions taken at DSC 9 include the following:

1. Concerning amendments to the IMDG Code and its supplements, the DSC considered 17 separate proposals under this agenda item. Several were agreed to in principle for inclusion in future amendment 33 to the IMDG Code and were referred to the editorial and technical (E&T) working group for refinement and consolidation in the draft amendment. Other proposals were either rejected or deferred for further consideration at DSC 10 contingent on submission of revised proposals. Also, the Subcommittee considered the problem of denials and delays of shipments of class 7 radioactive material that had recently been addressed by the Facilitation Committee (FAL). The DSC confirmed that shipments of class 7 material made in conformance with the IMDG Code and SOLAS chapter VII were fully in accord with the latest safety standards and should not be denied on grounds of safety. The Subcommittee further indicated that other perceptions unrelated to safety issues came into play with respect to frustration of these shipments and agreed that training and awareness programs would help in alleviating these concerns.
2. With regard to the review of the BC Code, the DSC agreed to the completely revised draft of the BC Code and an associated draft resolution on adoption of the Code for submission to MSC 79. The Subcommittee also agreed to a revised draft MSC circular on lists of solid bulk cargoes for which a fixed fire extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective, also for submission to MSC 79. With respect to the future mandatory application of the BC Code under SOLAS, the DSC identified work items and an envisaged timetable for carrying out the process. It is anticipated that the most likely schedule would lead to adoption of a mandatory BC Code and relevant SOLAS amendments in 2008 with entry into force in January 2011.
3. The DSC considered a casualty report from Denmark involving an explosion and personnel injury on a vessel carrying bulk aluminum oxide cargo and agreed to alert administrations

and the industry by means of a DSC circular to be prepared by the IMO secretariat. The Subcommittee also reviewed the reports from six member governments and from the secretariat concerning container inspection programs that had been carried out in various countries and agreed to urge other member governments to submit such reports in the future in accordance with MSC/circ.859. In addition, the DSC agreed that it would be beneficial to assess the full extent to which such inspections are taking place, and prepared a draft MSC circular containing a questionnaire on inspections of containers/vehicles carrying packaged dangerous goods. The circular will be submitted to MSC 79 for approval and subsequent issuance in time for the results to be available for DSC 10.

4. A working group chaired by the United States was convened to complete the development of the draft manual on loading and unloading of solid bulk cargoes for terminal representatives that had been prepared by an intersessional correspondence group, also coordinated by the United States. Based on the outcome of the working group, the DSC was able to agree to a final draft text for the manual, which is in the form of an MSC circular. The draft MSC circular will be submitted to MSC 80 for approval. The DSC also noted that, as a result of the working group report, some content of the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) should be revised, and invited members to submit relevant proposals to the MSC.
5. Concerning guidance on serious structural deficiencies in containers under the International Convention for Safe Containers (CSC Convention), the DSC considered a report of an intersessional group and established a drafting group to complete the guidance. Based on the outcome of the drafting group, the Subcommittee agreed to the guidance in the form of a draft circular to be submitted to MSC 80 for approval. With regard to establishing related reporting procedures on serious structural deficiencies, the DSC agreed that the most effective way to do so would be to amend existing MSC/circ.859 and will invite the MSC to extend the target completion date for this item in order to complete this work at DSC 10.
6. As directed by the MSC, the DSC continued its work to review instruments under its purview for inclusion of relevant security measures. In particular, the Subcommittee considered the report of an intersessional correspondence group and established a drafting group led by the United Kingdom to complete the review of the recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/circ.675). Based on the outcome of the drafting group, the DSC agreed to the revised draft recommendations incorporating security measures while recognizing that, before this work can be finalized, parts of the recommendations should also be reviewed by the Marine Environment Protection Committee (MEPC) and by the Subcommittee on Bulk Liquids and Gases (BLG) and the Subcommittee on Standards of Training and Watchkeeping (STW). The DSC requested that the MSC agree to refer the draft recommendations to these bodies for review and to request that comments be submitted to the DSC as the coordinator for finalization at a future session. Also, in response to the instruction of the MSC, the DSC identified those other instruments under its purview that should be reviewed and amended to include appropriate security provisions, and prepared a brief description of the anticipated scope of work, priority of each task, and an estimate of the number of meeting sessions required to complete the work.

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E. IMO Marine Environment Protection Committee (MEPC)

The 52nd session of the Marine Environment Protection Committee (MEPC 52) was held at IMO Headquarters in London from October 11-15, 2004. The session was attended by 90 member governments, 2 associate members, 1 United Nations agency, 4 intergovernmental organizations, and 30 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, the Maritime Administration, the Environmental Protection Agency, the National Oceanic and Atmospheric Administration, the Department of Defense (Navy), the Department of Justice, and private sector advisers.

MEPC 52 agenda items included the following: (1) control of harmful aquatic organisms in ballast water; (2) environmentally sound recycling of ships; (3) prevention of air pollution from ships; (4) consideration and adoption of amendments to mandatory instruments; (5) interpretations and amendments of the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL Convention) and related instruments; (6) implementation of the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC Convention); (7) identification and protection of Special Areas and Particularly Sensitive Sea Areas (PSSAs); (8) inadequacy of reception facilities; (9) the report of the 12th session of the Subcommittee on Flag State Implementation (FSI 12); (10) work of other bodies, such as the Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP); (11) follow-up to the revised MARPOL Annexes I (oil) and II (noxious liquid substances in bulk); and (12) promotion of implementation and enforcement of MARPOL and related instruments.

Among significant actions taken at MEPC 52 are the following:

1. The MEPC adopted a complete revision of MARPOL Annex I (prevention of pollution by oil). Most amendments were editorial in nature. However, the most notable change is the renumbering of regulations 13F, 13G, and 13H to regulations 19, 20, and 21, respectively. These are the tanker double hull regulations to which the United States is not a party. These amendments are scheduled to enter into force under the tacit amendment procedure on January 1, 2007. The United States must communicate to the IMO before the amendments enter into force that regulations 19, 20, and 21 will not enter into force for the United States until the United States gives its express approval.
2. The Committee adopted revisions to MARPOL Annex II (control of pollution by noxious liquid substances in bulk). The revisions are an attempt to simplify Annex II in order to make it easier to use and enforce. The MEPC also amended the International Bulk Chemical (IBC) Code to conform its requirements with the amended MARPOL Annex II.

3. With regard to the development of the 13 guidelines (G-1 – G-13) to assist with implementation of the 2004 International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), the MEPC noted the progress on the guidelines for approval of ballast water management (BWM) systems (G-8) and the procedure for approval of BWM systems that make use of active substances (G-9). The Committee invited further comments by members and, with regard to the G-8 guidelines only, by the Subcommittee on Ship Design and Equipment (DE) with a view to their adoption at MEPC 53 in July 2005. The G-8 guidelines contain functional shipboard testing requirements. The Committee further invited members to submit papers to MEPC 53 specifically addressing the practicability of testing the biological efficacy of BWM systems on board ships. The MEPC requested the Subcommittee on Bulk Liquids and Gases (BLG) to add a separate item on the agenda of BLG 9 for development of the remaining guidelines for uniform implementation of the BWM Convention, and urged the Subcommittees on Ship Design and Equipment (DE), Flag State Implementation (FSI), and Stability, Load Lines and on Fishing Vessels Safety (SLF) to provide their inputs on the guidelines as requested at MEPC 51. It was also agreed to convene an intersessional meeting of the ballast water working group during the week prior to MEPC 53 in order to review the status of BWM technologies and to progress the development of the guidelines.
4. The Committee took several actions with regard to the issue of PSSAs. First, the MEPC agreed to the final designation of the Western European Waters PSSA. It noted that the Subcommittee on Safety of Navigation (NAV) had approved a mandatory ship reporting system, which was proposed to serve as the associate protective measure (APM) for this area. Second, consistent with the request from the NAV, the Committee forwarded the issue of compulsory pilotage in the Torres Strait to the Legal Committee (LEG). Third, the MEPC had a lively debate regarding the revision of the PSSA guidelines. It was agreed to review, with the objective of clarifying and, where appropriate, strengthening, the PSSA guidelines. The Committee established a correspondence group to begin this review, with the United States as chair. The MEPC also agreed to use the U.S. submission, MEPC 52/8, as the base document for the review. Members and observers were invited to submit comments on the base document.
5. The MEPC agreed to establish a working group to continue development of the IMO ship recycling guidelines, to begin identifying elements of the guidelines that might be suitable for mandatory application, and to begin the development of a potential reporting system. As a result of the efforts of the working group, the Committee adopted the guidelines for the development of a ship recycling plan, established an intersessional correspondence group, and approved a 3-day intersessional meeting during the week prior to MEPC 53 to continue work on a number of issues, including the development of elements of a possible reporting system and elements of the ship recycling guidelines that might be appropriate for mandatory application. The Committee further agreed to a communication to the Basel Convention secretariat regarding the role of flag states in ship recycling and to the continuation of the working group on ship recycling for MEPC 53.
6. With regard to air pollution, the MEPC and the working group on air pollution focused on two issues. The first issue was amendments to MARPOL Annex VI (prevention of air

pollution from ships). The working group considered the amendments and made minor changes; the MEPC approved the amendments. The second issue concerned the greenhouse gas (GHG) emissions index for ships. The Committee considered the technical and political elements of the GHG emissions index separately. Technical considerations went smoothly, with the Committee and subsequently the working group considering the indexing approach proposed by Norway, Germany, and the United Kingdom. The working group refined the approach and identified issues for further discussion. Nations agreed to try and test the draft indexing approach and report the results and the proposals for improvements to MEPC 53. The Committee approved a 1-day workshop on the index to be held the Friday before MEPC 53. The workshop will focus on in-depth discussion of the technical aspects of the index. Consideration of political issues focused on whether developing countries have any obligations to address GHG emissions in the IMO. China, India, and Saudi Arabia, with some support from Brazil and Pakistan, argued that the Kyoto Protocol exempts them from commitments, and that the IMO mandate to address GHG emissions stems from the Kyoto Protocol. Developed countries disagreed. The MEPC did not reach agreement on whether developing countries should be exempted from actions to address GHG emissions, and agreed to consider the issue later.

7. The MEPC considered the U.S. submission, MEPC 52/16/1, concerning the development of proposed guidelines for compliance and enforcement of MARPOL. This paper was a follow-up to a well received paper and after hours presentation at MEPC 51 that focused on recent efforts by the United States to detect, deter, investigate, and prosecute deliberate violations of MARPOL and related criminal conduct. This effort, spearheaded by the U.S. Coast Guard in coordination with other investigative agencies, has resulted in a series of successful federal criminal prosecutions of both individuals and corporations brought by the U.S. Department of Justice. This U.S. paper provided an outline of guidelines that are being drafted by the United States for flag states, port and coastal states, industry, recognized organizations, and International Safety Management (ISM) Code audit firms. Every nation that spoke commented favorably upon the concept and scope of the proposed guidelines. The IMO Secretary-General and the MEPC chairman both endorsed the proposal. Several countries agreed with the statement in the U.S. paper that increased enforcement should be done consistent with existing international instruments, including recognition of the rights of seafarers. The chairman also noted that, to the extent that the U.S. proposes guidelines related to the implementation of the ISM Code, it would need to be subject to review by the Maritime Safety Committee (MSC).
8. With regard to the report of FSI 12, the Committee noted the outcome of the analysis of mandatory reports submitted by parties to MARPOL for 2002. The MEPC endorsed the instructions of FSI 12 to the IMO secretariat to prepare a FSI circular urging member nations to fulfill their reporting requirements and to update the list on the status of mandatory reports under MARPOL to reflect which parties had submitted their reports for the last 5 years. The Committee also approved the amendments to MSC/circ.953-MEPC/circ.372 on reports of marine casualties and incidents. It was agreed that the secretariat will prepare an MSC/MEPC circular incorporating the amendments and the comments of the DE on the proposed lifesaving appliance casualty record with a view toward adoption at MSC 80 and MEPC 53. The Committee also approved the MSC/MEPC circular on the transfer of ships

between nations, and agreed to the amendments to the guidelines for the authorization of organizations acting on behalf of the administration (resolution A.739(18)).

9. The Committee considered the report of the technical group on oil pollution preparedness and response and took the following actions: (a) approved submission of the guidelines on facilitation of response to pollution incidents, together with a draft resolution, to the 24th Assembly for adoption; (b) approved the introductory, as well as levels 1, 2, and 3, OPRC model training courses; and (c) approved a new work program item on the development of a manual on natural resource damage assessment and restoration in response to large oil spills.

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